

Fig. 3



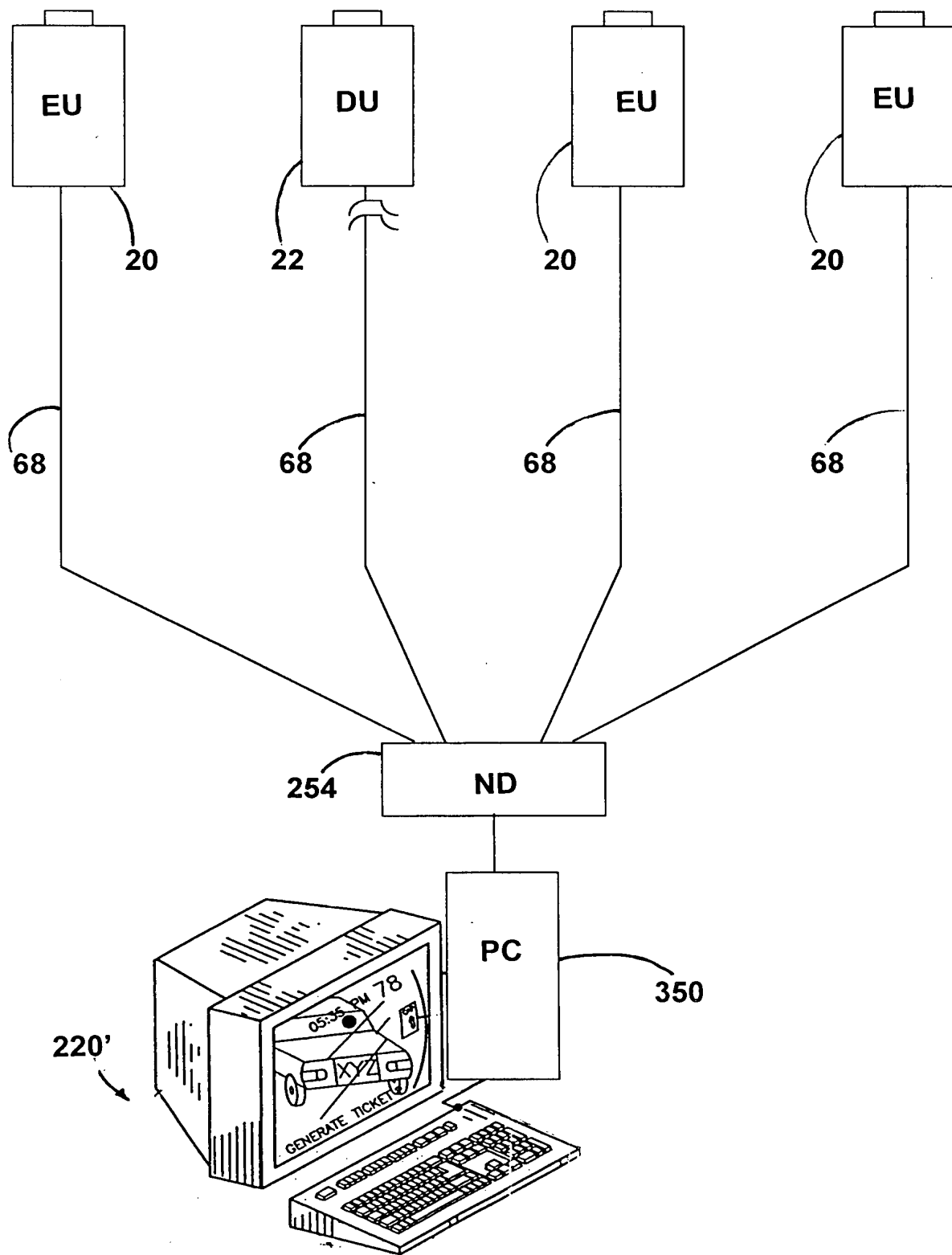


Fig. 4b

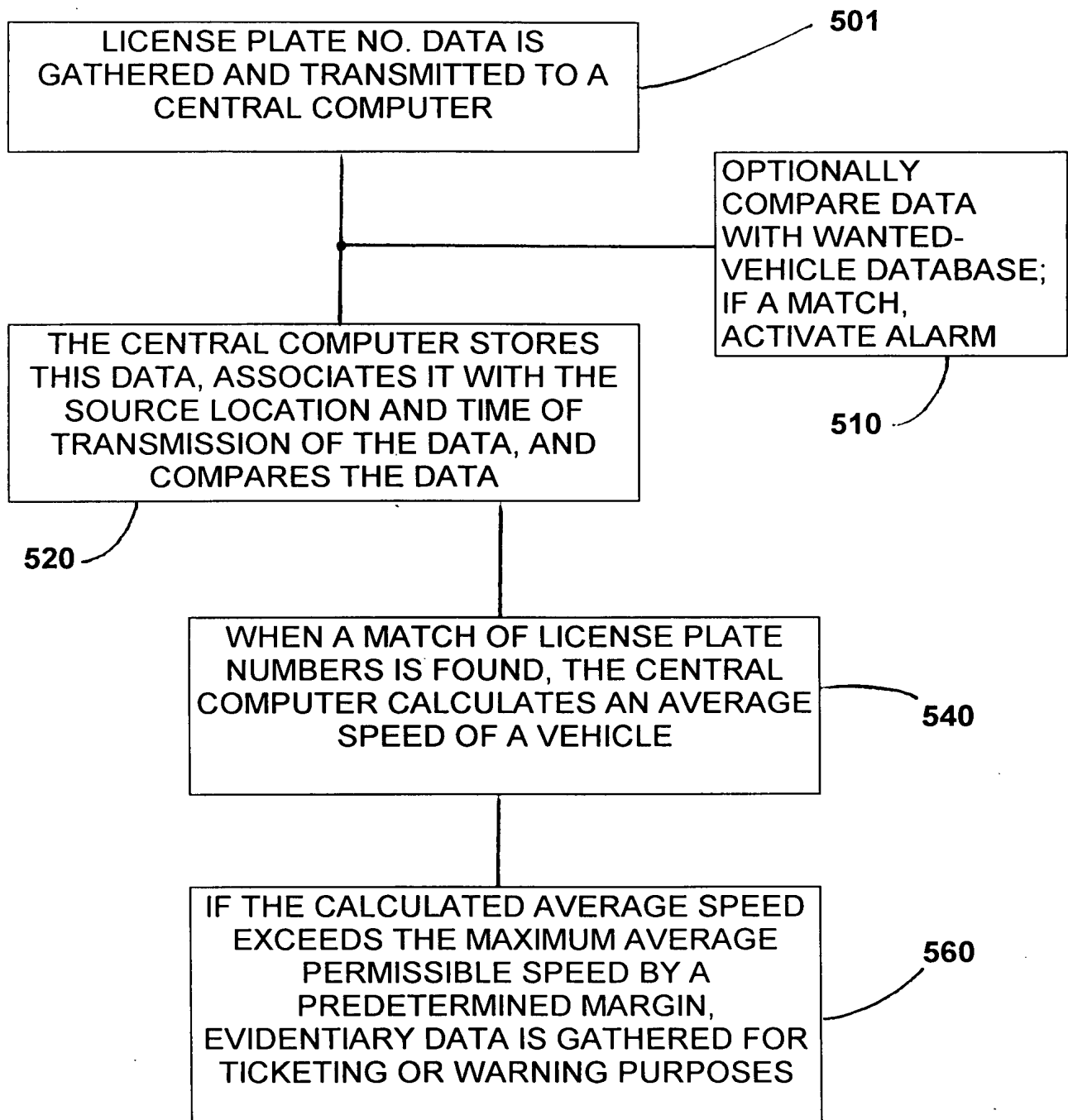


Fig. 5

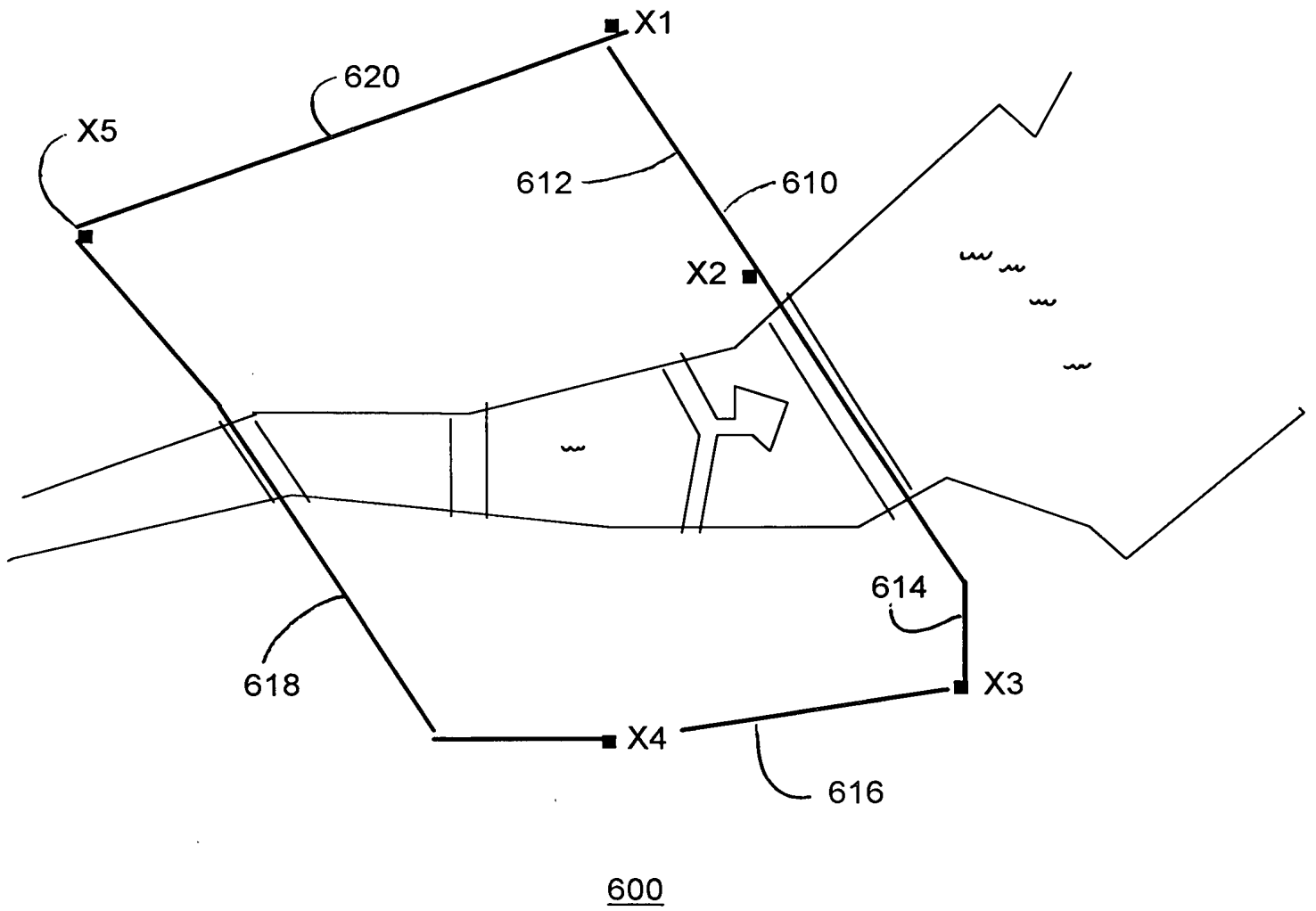


Fig. 6

# Table

Comb.	Seg. no.\ dist. miles	speed limit in seg.	Seg. no.\ dist. miles	speed limit in seg.	Seg. no.\, dist. miles	speed limit in seg.	Dt miles	AMV (mph)
X1-X2	612\2	55					2	55
X1-X3	612\2	55	614\3	45			5	48.5
X1-X4	612\2	55	614\3	45	616\2	30	7	41.7
X1-X5	620\3	10					3	10
X2-X3	614\3	45					3	45
X2-X4	614\3	45	616\2	30			5	37.6
X2-X5	612\2	55	620\3	10			5	14.9
X3-X4	616\2	30					2	30
X3-X5	616\2	30	618\4	45			6	39
X4-X5	618\4	45					4	45

700

# Fig. 7



AT LEAST TWO ENFORCEMENT UNITS,  
SPACED-APART A GIVEN DISTANCE,  
READ LICENSE PLATES OF PASSING  
VEHICLES, TRANSMIT THIS DATA TO A  
CENTRAL COMPUTER CONNECTED VIA  
A NETWORK CONNECTION

800

THE CENTRAL COMPUTER STORES  
THIS DATA, ASSOCIATES IT WITH THE  
SOURCE LOCATION AND TIME OF  
TRANSMISSION OF THE DATA, AND  
SCANS FOR A LICENSE PLATE MATCH

820

THE COMPUTER COMPARES THE  
DATA; WHEN A MATCH IS FOUND, THE  
CENTRAL COMPUTER USES THE  
INPUTS OF MINIMUM DRIVABLE  
DISTANCE BETWEEN THE SOURCE  
LOCATIONS OF  
MAXIMUM AVERAGE PERMISSIBLE  
SPEED BETWEEN THE SOURCE  
LOCATIONS AND LAPSED TIME  
BETWEEN THE TRANSMISSION OF THE  
MATCHING DATA TO CALCULATE AN  
AVERAGE SPEED OF A VEHICLE

840

THE CALCULATED AVERAGE SPEED IS  
COMPARED WITH  
THE MAXIMUM AVERAGE PERMISSIBLE  
SPEED; IF THE CALCULATED AVERAGE  
SPEED EXCEEDS THE MAXIMUM  
AVERAGE PERMISSIBLE SPEED BY A  
PREDETERMINED MARGIN,  
EVIDENTIARY DATA IS GATHERED FOR  
TICKETING OR WARNING PURPOSES

860

Fig. 8